

crews, and if the pirates once find ou

track, they will soon turn to other trades as they did before.

That the cheek and daring of the seaborne Chinese are something marvellous when they will pirate a craft actually in their harbour, full as it is of men-of-war vessels.

That the Chinese Government might do worse than give Admiral Lang a free hand as regards piracy.

That the cruiser lying off the Kowloon Docks would make a capital pirate-ship, other,

That the Government might do more than they do with the drains during the dry season,
That they might hire (if their fire-engines are unsuitable) a portable boiler, engine and pump, to be stationed on the Praya, to pump sea-water up to the level of the Robinson Road, and thus flush and wash out the drains which now poison the air.
That every drain should be thoroughly washed out before being opened out for repairs.

BROWNIE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.
(Before the Hon J. Russell, Acting Chief Justice).
Saturday, January 21.
THE 'YOTSU' EXPLOSION CASE.
The hearing of the suit "Fraser Smith and another versus the Hongkong Canton and Macao Steamboat Company Limited" was resumed to-day before the Acting

Chief Justice and the following special jury—Messrs. G. C. Anderson, B. Layton, Wai Yuk, R. Cooke, R. Lyall, E. L. Woodin, and F. Dodwell.

Mr. Brewer (cross-examination by the Attorney General continued) said:—I joined the Board of Trade in 1872. Before that time I had some experience in these mat-

"Yes. I had known the *Yat-si* boilers since 1881. They were removed from the *Yotung*; and I was asked to examine them. I went to Rio de Janeiro, and made a report on 8th August 1882. In that report I stated that the boilers that I state:— I am of opinion that the boilers would be perfectly safe to work at 30 lbs. pressure for several years. I advised certain repairs which are annexed to my report. These repairs were carried out before the boilers were taken to the *Yat-si*. The boilers were in the *Yotung* when I reported on them. I saw them, after they had been repaired. The Company had provided all the necessary repairs. I saw the boilers before they were put on board the *Yat-si*. They were perfectly repaired. They were used in practice at My Soerabaya. The test was a pressure of 30 lbs. In superintending the test I was acting as Government Marine Surveyor and I passed it. I had not issued the declaration that the boilers were safe. I do not consider that a boiler is passed. I was satisfied that it was fit to work at 30 lbs. pressure, but I did not put it lower and allowed them to go on board. I intended to give them a mean pressure of 25 lbs. I adjusted the lever valves at the trial trip on the 19th. The

Q. The thing at that time was not going to be employed as a passenger ship in Hongkong waters, and therefore for all practical purposes the safety valve for each boiler was sufficient. Is that correct?

A. Yes, I considered the boilers were given valves I considered the boilers were all right. I was satisfied there were no defects in the boilers or working valves. I don't recollect hearing directly from Mr. Da Costa that the vessel was going on the 10th of March, but I was at the trial, and I am not hearing was necessarily a defect, at least not in boilers that had been in use before. I know Mr. Wood - the engineer of the vessel - I considered him fit practically for the post of engineer. He had a service certificate, and I considered him very good engineer. I did not adjust the Government standard valve on the 19th because the spindle was either worn or bent and would not turn. I don't recollect giving any description of the mechanism of the valve. I don't recollect going over the company about these valves between the 10th or 24th. It is quite optional for

the owner of the steamer to have either one or the other of the valves looked up; it is not necessary to have both. Where there is a spring valve for the Government valve it is necessary to have a lever valve in addition. On the 24th, when I left the tin can, I was able to go and see what was the matter. I saw Mr. Pinker and Mr. Wood shoring down the Government spring valve. I did not object; I merely asked the reason and was satisfied. In shoring down the valve, I did not consider that they were acting in violation of the regulations.

nothing wrong if the spring was broken. When the engine was started, the lever valve had no reason to believe the lever valve was not in proper working order, nor that the stop valve was shut. If the other valve had been shored down either Mr. Wood or the witness would have known of it. I don't know if the engineer would have known whether the stop valve was shut or not. After closing it and turning it back, I could have been mad enough for them to have shored down the spring valve if the lever valve was shut. I don't know if the witness would have shored down the two spring valves when the engine was working. I don't know whether when the *Texas* left on the first day every defect in the boilers and engines was made good, because I had not been below at that time. At this point I made a sketch of the boilers.

Re-examined by Mr. Robinson—The Rock Company had nothing to do with recommending those boilers to the defendants. I don't want to make certain repairs on them such that they would satisfy me. From the engine-room door, should not be able to see the spring valve. Should say it could be about the

[illegible]

...the dinner Smith about the
...ter before the dinner. I imagine from

L. & O. Express, 10th December.)

Wong-kok Tsun.
-fu Lam.
wan Tsai.
Ying-pun.
Wong-mei Kok.
Wong-nai Chung.
Yau-ma Ti.

B.—Documents should not be dated
of K'uang-sü, which is the style of
M. the Emperor of China, and is of
no applicability in a British Colony.

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R.